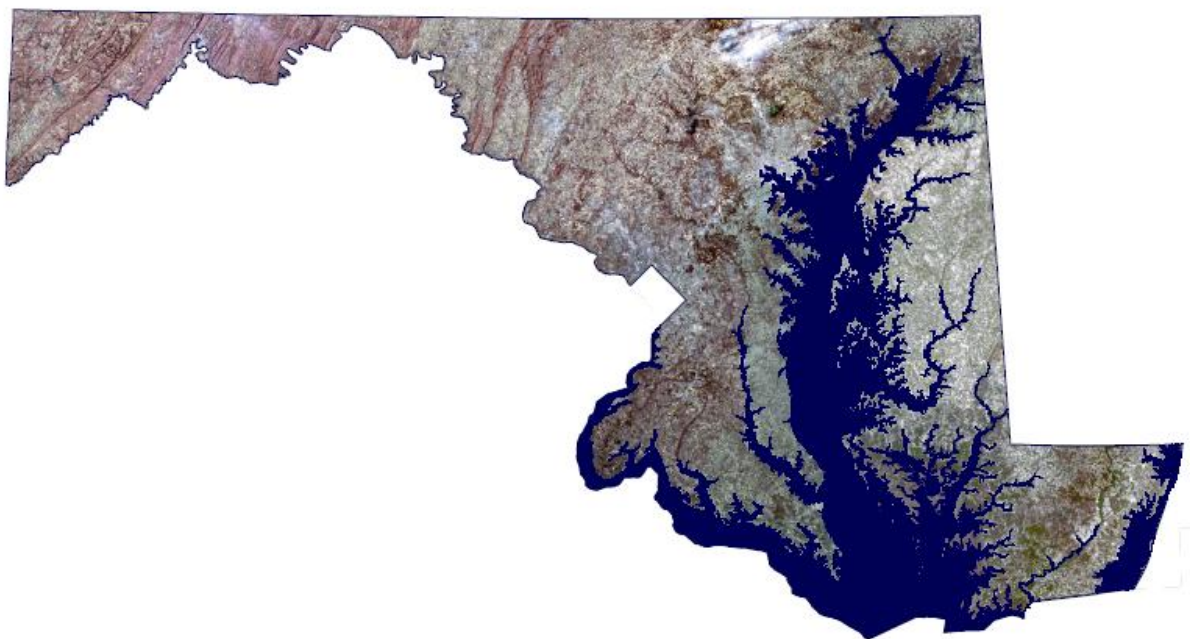




Maryland Maritime Strategic Security Plan



July 2010
Version 1.0

This Plan supersedes the July 1, 2006 Maryland Maritime Concept of Operations and Strategic Security Plan

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MARYLAND MARITIME STRATEGIC SECURITY PLAN



MESSAGE FROM GOVERNOR MARTIN O'MALLEY

Securing Maryland's waterways and maritime assets is critical to protecting the public from acts of terrorism. Continuing Maryland's leadership on public safety and security, I am proud to release the Maryland Maritime Strategic Security Plan. This plan is the result of an unprecedented collaboration of Federal, State, and local government and the private sector to guide investment into the security of Maryland's waterways.



This collaboration is a reflection of my vision for homeland security - One Maryland, prepared and secure.

Stakeholders from across the State have worked together to develop guiding principles, building on the core systems and capabilities, to assist public and private maritime security leaders in investing collaboratively and cooperatively into projects for the greater good. This plan will assist Maryland as we continue to seek security solutions that not only secure our waterways but also assist first responders in daily operations on the State's rivers, bays, and ocean borders.

Maryland has already made great progress in securing our maritime environment. The Port of Baltimore now maintains a near perfect U.S. Coast Guard security rating. The Maritime Tactical Operations Group, a consortium of State and Local maritime units, has been recognized as a national leader and supports mutual aid between all of the stakeholders on the water. This Plan will help to carry forward Maryland's positive momentum and will cement our status as a leader in homeland security nationwide.

In addition, by protecting and securing our waterways and ports we also protect a vital economic resource for the State of Maryland. In 2008, maritime related activities generated over \$3.6 billion in personal wages and salary income, \$1.9 billion in business revenues, and \$400 million in state, county, and municipal taxes. The total dollar value of cargo from both the public and private terminals was a record \$45.3 billion.

In protecting one of Maryland's great natural resources, we help to secure a safe and prosperous future for Maryland's greatest resource, our citizens.

Thank you for your continued efforts for a prepared Maryland.

- Martin O'Malley, Governor

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MARYLAND MARITIME STRATEGIC SECURITY PLAN



EXECUTIVE BRIEF

The Maryland Maritime Strategic Security Team (“MMST”) was established to examine the current condition of maritime security in the State of Maryland and to update the previous Concept of Operations, developed by a similar team in 2006. The MMST considered difficulties and gaps in the previous Concept of Operations Plan and created new priorities for the update of the Strategic Security Plan. Primarily, the team decided that this Plan should address high-level issues, which include listing capabilities, goals, partners and jurisdiction. This Plan, when combined with the Area Maritime Security Plans and the Strategic Risk Management Plans, provides the State of Maryland with a uniform response plan in the event of any hazard affecting the maritime domain.

The publication of the Maryland Maritime Strategic Security Plan represents a concerted effort by a number of Maryland’s State and Local government agencies, working together with non-governmental members of Maryland’s maritime community, to achieve the common goal of increased security and preparedness, and to improve response to maritime incidents. Working in close coordination with the United States Coast Guard (USCG) and in conformance with Federal and State guidelines and directives, the MMST pursued an all-hazards approach, but focused most specifically on man-made disasters and attacks.

This Plan addresses high-level issues, including capabilities, goals, partnerships and jurisdiction

This Plan and its applications cover all vessels and facilities located on, under, or adjacent to the waters of the Chesapeake Bay and its tributaries subject to the jurisdiction of the State of Maryland. Coverage includes all Maryland areas of the Upper and Lower Chesapeake Bay and its tributaries, including the waters of the Potomac River to the Washington, DC border. Additionally, the waters of the Atlantic Ocean and back bays in Worcester County, excluded in the previous plan, are included in this Plan. Official boundaries, as well as a map of the covered area, can be found in the Jurisdiction section of the Plan.

Overview of the Maritime Domain’s Emergency Response Framework

Responsibility for international maritime security falls mainly on two agencies in the Federal government: the USCG and the United States Customs and Border Protection. These two agencies monitor and inspect international passenger and merchant shipping between overseas ports and the United States, while enforcing the applicable laws.



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At the state level, state and local police and fire departments share responsibility for fighting vessel fires, enforcing boater safety, protecting Maryland's fisheries, enforcing environmental regulations, and several other public safety issues. However, the patchwork of resources, capabilities and jurisdictional boundaries in the Chesapeake Bay area can make response to maritime incidents challenging.

The Maryland Natural Resources Police (NRP) possess general law enforcement authority throughout the State of Maryland, including, but not limited to, the authority to "stop and board a vessel in the waters of the State to determine whether the vessel complies with State and Federal boating safety laws, and the authority to cooperate with the federal government in connection with assistance in enforcement of laws and regulations relating to recreational boating safety." The Maryland General Assembly has delegated authority to the Department of Natural Resources to adopt regulations governing cooperation with the federal government for special events and to address emergency situations relating to boating. MD. CODE ANN., NAT. RES §§ 1-204, 1-206, 8-702, 8-703, 8-704 and 8-727 (West 2006).



View of the Baltimore Inner Harbor from the World Trade Center

In the spring of 2005, the USCG and the State of Maryland entered into a



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Memorandum of Agreement (MOA) under the authority of MD. CODE ANN., NAT. RES. §§ 1-204, 1-206, 8-702, 8-703, and 8-727 (West 2006) that allows the Maryland Natural Resources Police to patrol and enforce USCG Safety and Security Zones. These include moving security zones around liquefied natural gas tankers bound for Cove Point, security zones around the Volvo Ocean Races and the Bay Bridge Walk, and security zones around the annual Blue Angels air show in Annapolis and other safety and security zones as deemed appropriate by the Coast Guard. These activities conducted by the Maryland Natural Resources Police are in addition to their normal responsibilities mentioned above.

Additionally, there have been other state and local agencies that have entered into MOAs with the USCG. The Maryland Transportation Authority Police, the Baltimore Police Department, the Anne Arundel County Police Department, the Calvert County Sheriffs' Office, the Charles County Sheriffs' Office and the Prince Georges County Police Department have all entered into MOAs to aid in the enforcement of USCG established safety and security zones. These agreements continue to provide a force multiplier for maritime security measures throughout Maryland.

Unified maritime domain awareness can now be achieved through the use of modern technology and broader partnerships across jurisdictions. The Maryland Coordination and Analysis Center ("MCAC"), with its federal, state, and local partners, serves as the state's fusion center for intelligence that can be shared for increased prevention, protection and, if needed, response with appropriate agencies in Maryland. Intelligence about maritime issues can be gathered and channeled through MCAC, building relationships across levels of authority.

This Maritime Strategic Security Plan is a beginning, not an end. It provides a framework within which any emergency on the waterways can be addressed, and operates alongside the operations plans already established on the federal, state and local levels. Cooperation and coordination between federal, state and local governments and the private sector will serve as the bedrock foundation to Maryland's maritime security preparedness, prevention, response, mitigation, and recovery from any man-made security incident or any all-hazards event.



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CONTRIBUTORS

The Maryland Maritime Security Team would like to thank the following organizations for their help in constructing and providing valuable input into the Maryland Maritime Strategic Security Plan:

Local:

Anne Arundel County Police Department
City of Annapolis Police Department
Baltimore City Police Department
Baltimore County Fire Department
Baltimore County Police Department
Calvert County Sheriff's Office
Charles County Sheriff's Office
Harford County Sheriff's Office
Prince Georges County Police Department
Salisbury City Fire Department

State:

Maryland Department of Energy
Maryland Department of Transportation
Maryland Emergency Management Agency
Maryland Governor's Office of Homeland Security
Maryland Port Administration
Maryland Natural Resources Police
Maryland State Police
Maryland Transportation Authority Police
Office of the State Fire Marshal, Bomb Squad

Federal:

Federal Bureau of Investigation, Baltimore Office
United States Coast Guard – Area Maritime Security Committees from Sectors Baltimore, NCR and Sector Hampton Roads
United States Coast Guard – Auxiliary for Sector Baltimore
U.S. Army Corp of Engineers
Aberdeen Proving Ground
Patuxent River Naval Air Station (U.S. Navy)
Office of the U.S. Attorney

Private:

AMPORTS, Inc.	CNX Marine Terminals
Association of Maryland Pilots	Delmarva Water Transport Committee
Baltimore Maritime Exchange	Dominion Cove Point LNG
Baltimore Port Alliance	Potomac Riverboat Company
CENG Calvert Cliffs Nuclear Power Plant	Private Terminal Operators – Port Security Group
Chesapeake Energy Services	Securitas Security Services

Groups:

Potomac River Rescue Association	Maritime Tactical Operations Group
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VISION STATEMENT

This Plan will help protect Maryland's maritime domain through the creation and sustainment of a coordinated multi-layered security network, enhancing the maritime community's ability to prepare, prevent, respond, mitigate and recover from any foreign or domestic terrorist actions, as well as any all-hazards incidents. Maryland will continue its national leadership role in maritime homeland security by incorporating a "best practices" approach through the coordinated efforts of private sector, local, state and federal maritime partners.



Bunkering (fuel) barge delivery to bulk carrier

MISSION STATEMENT

This Plan will help provide maritime security and terrorism prevention and response services for the protection of life and property for all those that utilize Maryland's waterways. The coordination and collaboration of federal, state, local government and private sector maritime partners will continue as the cornerstone for regional enhancement of capabilities and capacities of Maryland's maritime security. An effective approach encompasses:

- ✚ Improving statewide maritime collaboration for information sharing to enhance Maryland's Maritime Domain Awareness (MDA);
- ✚ Supporting regional maritime first responders in order to prevent, protect, respond, mitigate, and recover from a terrorist threat or any all-hazards incident; and
- ✚ Encouraging the continued development of cooperative agreements and trade resumption/resiliency plans to facilitate and leverage private sector and governmental capabilities to address maritime security incidents.



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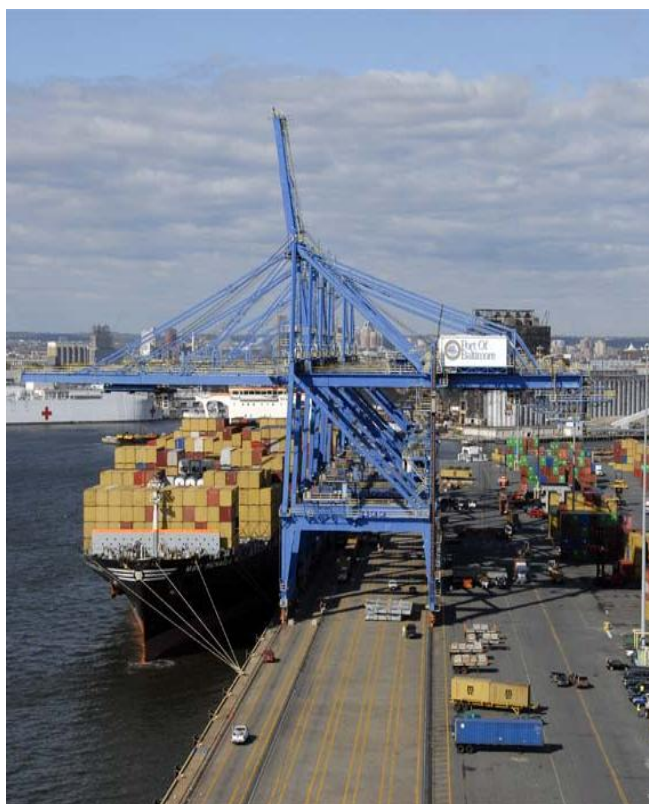
PURPOSE

This Plan is designed to establish a forward-looking risk management approach for the non-federal segments of the port community. It complements the operational and incident-oriented focus of Area Maritime Security Plans (AMSPs) of the USCG, facility security plans, and vessel security plans. This Plan identifies authorities, capabilities, capacities, competencies and partnerships across the security continuum of prevention, protection, response, mitigation and recovery.

Maryland's waterways are lined with military facilities, nuclear power plants, dams, fuel storage facilities, passenger terminals, power plants, pipelines, chemical plants, tunnels, cargo terminals, and bridges, in addition to the recreational and tourist attractions that millions visit every year. Maryland's ports in particular have inherent security vulnerabilities: they are sprawling, easily accessible by water and land, close to crowded metropolitan areas, and interwoven with complex transportation networks.

According to the National Strategy for Maritime Security (September 2005), "the United States has a vital national interest in maritime security. We must be prepared to stop terrorists and rogue states before they can threaten or use weapons of mass destruction or engage in other attacks against the United States and our allies and friends." Maryland's maritime community must work to prepare for, protect against, respond to, recover from, or mitigate against any terrorist act that occurs on Maryland's waterways.

Additionally, by taking an all-hazards approach to Maryland's preparedness efforts, port partners from the private sector and the local, state or federal level can take advantage of the partnerships that exist and integrate a coordinated response to maritime incidents.



Seagirt Marine Terminal



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This Plan addresses the national imperative to protect the maritime domain by unifying response across and among the maritime partners. As part of that mission, the maritime community must act to prepare for, protect against, respond to, recover from, and mitigate potential emergencies. The National Response Framework defines each of these commitments in the following manner:

Prepare: “The range of deliberate, critical tasks and activities necessary to build, sustain, and improve the operational capability to prevent, protect against, respond to, and recover from domestic incidents. Preparedness is a continuous process involving efforts at all levels of government and between government and private-sector and nongovernmental organizations to identify threats, determine vulnerabilities, and identify required resources.” (Source—National Response Framework, January 2008)



At left, Maritime Tactical Operations Group (MTOG) members during Commercial Vessel Boarding Training at the Federal Law Enforcement Training Center (FLETC).

Prevent: “Actions to avoid an incident or to intervene to stop an incident from occurring. Prevention involves applying intelligence and other information to a range of activities that may include such countermeasures as deterrence operations; heightened inspections; improved surveillance and security operations; investigations to determine the full nature and source of the threat; public health and agricultural surveillance and testing processes; immunizations, isolation, or quarantine; and, as appropriate, specific law enforcement operations aimed at deterring, preempting, interdicting, or disrupting illegal activity and apprehending potential perpetrators and bringing them to justice.” (Source— National Response Framework, January 2008)



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Respond: “Activities that address the short-term, direct effects of an incident.

Response includes immediate actions to save lives, protect property, and meet basic human needs. Response also includes the execution of emergency operations plans and of mitigation activities designed to limit the loss of life, personal injury, property damage, and other unfavorable outcomes. As indicated by the situation, response activities include applying intelligence and other information to lessen the effects or consequences of an incident; increased security operations; continuing investigations into the nature and source of the threat; ongoing public health and agricultural surveillance and testing processes; immunizations, isolation, or quarantine; and specific law enforcement operations aimed at preempting, interdicting, or disrupting illegal activity, and apprehending actual perpetrators and bringing them to justice.” (Source— National Response Framework, January 2008)

Mitigate: “Activities providing a critical foundation in the effort to reduce the loss of life and property from natural and/or manmade disasters by avoiding or lessening the impact of a disaster and providing value to the public by creating safer communities. Mitigation seeks to fix the cycle of disaster damage, reconstruction, and repeated damage. These activities or actions, in most cases, will have a long-term sustained effect.” (Source - National Response Framework, January 2008)

Recover: “The development, coordination, and execution of service- and site-restoration plans, the reconstitution of government operations and services; individual, private-sector, nongovernmental, and public assistance programs to provide housing and promote restoration; long-term care and treatment of affected persons; additional measures for social, political, environmental, and economic restoration; evaluation of the incident to identify lessons learned; post incident reporting; and development of initiatives to mitigate the effects of future incidents.” (Source— National Response Framework, January 2008)



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AREAS OF RESPONSIBILITY

This Plan covers all maritime sites within the state of Maryland and within its borders. Below are the metes and bounds descriptions of the state, as well as a description of the two United States Coast Guard Captain of the Port Zones, in the state of Maryland. Finally, this section discusses the responsibilities and lead agency designations for maritime partners.

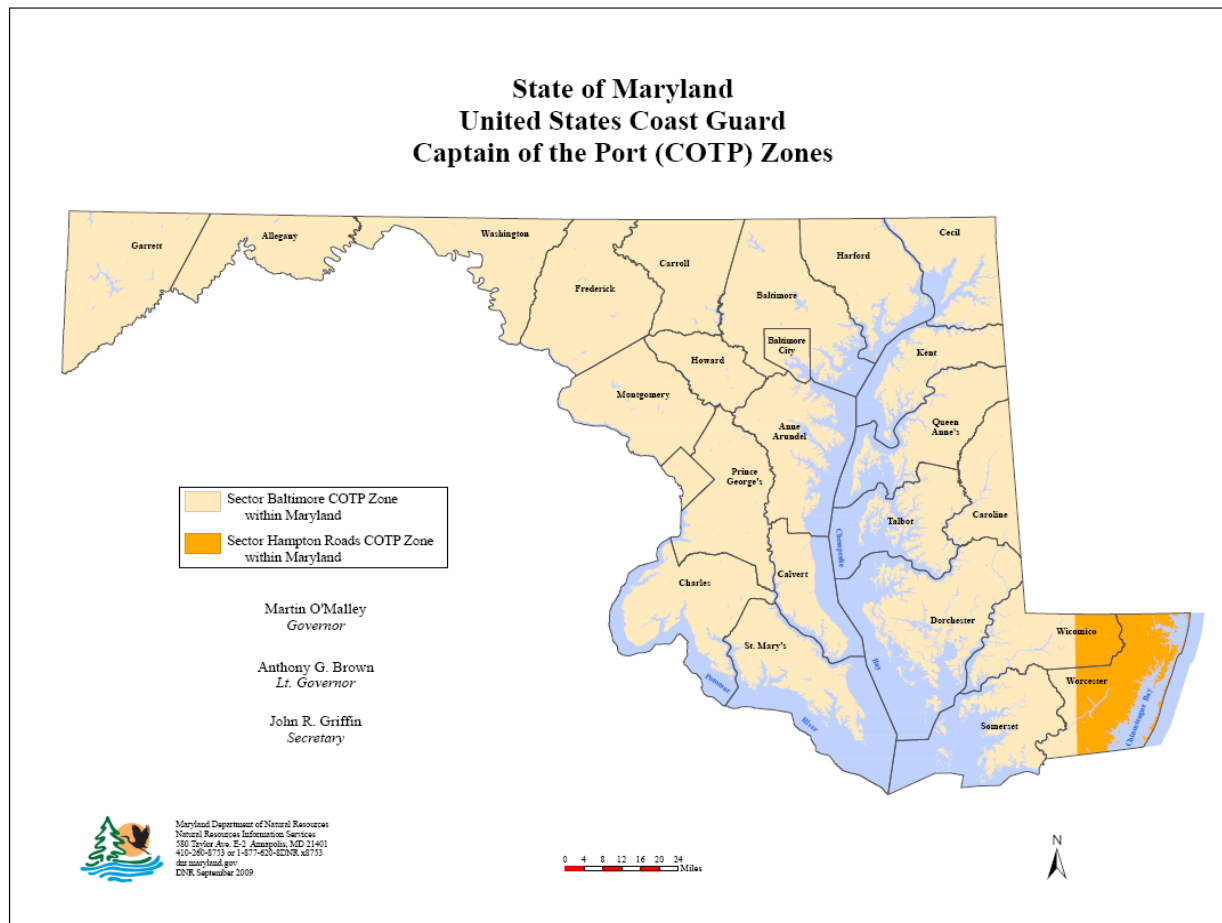
GEOGRAPHIC

Latitude: 37°53'00"N to 39°43'00"N

Longitude: 75°4'00"W to 79°33'00"W

Maryland is bordered by Pennsylvania on the north and by the Chesapeake Bay and a small piece of Virginia on the south. On the east, Maryland is bordered by Delaware and the Atlantic Ocean. West Virginia and Virginia border Maryland on the west.

The state boundaries include portions of two different United States Coast Guard Captain of the Port Zones, Sector Baltimore & Sector Hampton Roads, depicted below:





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United States Coast Guard Sector Baltimore within Maryland

- The boundary of **Sector Baltimore** Marine Inspection Zone and Captain of the Port Zone starts at a point at 75 deg 30.0 min w. longitude on the Delaware-Maryland boundary and proceeds along the Delaware-Maryland boundary west and north to the Pennsylvania boundary; thence west along the Pennsylvania-Maryland boundary to the West Virginia boundary; thence southerly and easterly along the Maryland-West Virginia boundary to the intersection of the Maryland-Virginia-West Virginia boundaries; thence south westward along the Loudoun County, Virginia boundary to the intersection with Fauquier County, Virginia; thence easterly along the Loudoun County, Virginia boundary to the intersection with the Prince William County, Virginia boundary; thence southerly along the Prince William County boundary to the intersection with Stafford County, Virginia; thence easterly along the Prince William County, Virginia boundary to the Maryland-Virginia boundary as those boundaries are formed along the southern bank of the Potomac River; thence easterly along the Maryland-Virginia boundary as it proceeds across the Chesapeake Bay, Tangier and Pocomoke Sounds, Pocomoke River, and Delmarva Peninsula to a point west of the Atlantic coast on the Maryland-Virginia boundary at a point 75 deg 30.0 min w. longitude on the Maryland-Virginia boundary; thence northerly to a point 75 deg 30.0 min w. longitude on the Delaware-Maryland boundary.



United States Coast Guard Sector Hampton Roads within Maryland

- The boundaries of Sector Hampton Roads' Marine Inspection Zone and Captain of the Port Zone start at a point on the Delaware-Maryland boundary at latitude 38°00'18" N, longitude 75°30'00" W and proceeds north to the Delaware-Maryland boundary at latitude 38°27'15" N, longitude 75°30'00" W; thence east along the Delaware-Maryland boundary to the intersection of the Maryland-Delaware boundary and the coast at latitude 38°27'03" N, longitude 75°02'55" W thence east to a point at latitude 38°26'25" N, longitude 74°26'46" W; thence southeast to latitude 37°19'14" N, longitude 72°13'13" W; thence east to the outermost extent of the EEZ at latitude 37°19'14" N, longitude 71°02'54" W; thence south along the outermost extent of the EEZ to a point latitude 36°33'00" N, longitude 71°29'34" W; thence west along latitude 36°33'00" N to the Virginia-North Carolina boundary at latitude 36°33'00" N, longitude 75°52'00" W; thence west along the Virginia-North Carolina boundary to the intersection of Virginia-North Carolina-Tennessee; thence along the Virginia-Tennessee boundary to the intersection of Virginia-Tennessee-Kentucky; thence northeast along the Virginia-Kentucky boundary to the intersection of Virginia-Kentucky-West Virginia; thence northeast along the Virginia-West Virginia boundary





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to the intersection of the Virginia-West Virginia-Maryland boundary; thence southeast along the Virginia-Maryland and Virginia-District of Columbia boundaries as those boundaries are formed along the southern bank of the Potomac River to the Chesapeake Bay; thence east along the Virginia-Maryland boundary as it proceeds across the Chesapeake Bay, Tangier and Pocomoke Sounds, Pocomoke River, and Delmarva Peninsula; thence east along the Virginia-Maryland boundary to the point of origin.

JURISDICTIONAL RESPONSIBILITIES

Maryland's maritime security is vitally dependent on the strength and number of its maritime partners. However, this same strength must be coordinated properly to provide an effective response. Every emergency response in the maritime domain is governed by the National Incident Management System ("NIMS") and Incident Command System. By way of an Executive Order, the State of Maryland has become NIMS compliant throughout its emergency response framework.

The basic NIMS/ICS rules and guidelines can be found in a detailed format on the FEMA NIMS Resource Center Web Page (<http://www.fema.gov/emergency/nims/>), but can generally be simplified to the following rubric:

The agency that is the first responder on the scene becomes the lead agency for that response;

- ✚ As additional responders from other agencies arrive, they may be coordinated by the original responder (now called the "Incident Commander") or incorporated in a form of unified command; and
- ✚ The original responder remains in charge until relieved, whether by an agency more properly suited to the task at hand, or because the original responder no longer has the capability to effectively coordinate the response.

There are some special situations where specific agencies will take the lead when on scene, regardless of which maritime partner is first on the scene. These are covered below in a listing of the specific capabilities and jurisdictions of the various maritime partners:

United States Attorney's Office (USAO); District of Maryland



All matters relating to violations of federal criminal law that bear upon matters of national security are referred to the National Security Section of the USAO for potential prosecution. Additionally, information relating to terrorism is coordinated with all relevant agencies via the Anti-Terrorism Advisory



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Council and its fusion center, the Maryland Coordination and Analysis Center.



United States Coast Guard: Federal Maritime Security Coordinator (FMSC)

Title 14, Section 1 of the United States Code establishes the USCG as a branch of the armed forces of the United States, and a law enforcement agency within in the Department of Homeland Security. The USCG has lead responsibility for terrorist related incidents in U.S. and international waters. The USCG's scope of operation in Maryland covers all the navigable inland waterways of Maryland and the Atlantic Ocean.

As described in the Area Maritime Security Plan (AMSP) for both Sector Baltimore and for Hampton Roads, the USCG is the lead federal agency for the Maritime Homeland Security mission. The Captain of the Port (COTP) in each respective COTP Zone in Maryland fulfills the role of the Federal Maritime Security Coordinator, thus meeting their responsibility for developing an AMSP, through the Area Maritime Security Committee.

The AMSP defines the federal, state and local obligations and the contributions of other maritime stakeholders to the Maritime Homeland Security mission. The AMSP is designed to capture the information necessary to coordinate and communicate security procedures at each Maritime Security (MARSEC) level. Facility and vessel security plans complement the AMSP.



The Federal Bureau of Investigation (FBI)

The FBI will be the primary agency of responsibility for terrorist-related incidents throughout Maryland. The definition of Federal Crimes of Terrorism, 18 U.S.C. § 2332, lists several violations within the maritime domain in which the FBI has primacy, including:

- ✚ 18 U.S.C. § 2280 — violence against maritime navigation covering the hijacking, damage/destruction, or other violence aboard a vessel that endangers the safe navigation of that vessel;
- ✚ 18 U.S.C. § 2281 — violence against maritime fixed platforms;
- ✚ 18 U.S.C. § 1363 — damage to buildings or property within the special maritime and territorial jurisdiction of the United States;
- ✚ 18 U.S.C. § 81 — arson within the special maritime and territorial jurisdiction; and



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- 18 U.S.C. § 2332f — bombings of places of public use, government facilities, public transportation systems and infrastructure facilities including waterways.



United States Custom and Border Protection

The United States Custom and Border Protection (CBP) is one of the Department of Homeland Security's largest and most complex components, with a priority mission of keeping terrorists and their weapons out of the U.S. The CBP also has a responsibility for securing and facilitating trade and travel while enforcing hundreds of U.S. regulations, including immigration and drug laws. In the maritime domain, the CBP has priority in cases involving international trade, immigration and drug laws.



Maryland Natural Resources Police (NRP)

The NRP is the only Maryland state agency, other than the Maryland State Police, with statewide law enforcement authority. Title 1, Sections 1-201 and 1-204 of the Maryland Annotated Code, Natural Resources Article establishes the NRP as law enforcement agency, whose sworn members have full law enforcement powers described in Title 2 of the Maryland Annotated Code, Criminal Procedure Article. NRP is the primary State law enforcement agency for maritime law enforcement incidents on Maryland waterways that do not fall under the jurisdiction of the Federal Bureau of Investigation or the USCG.

Throughout Maryland, the NRP serves as the primary search and rescue State agency on Maryland waters and in rural areas of the state. The NRP routinely patrol Maryland waterways and conduct law enforcement patrols related to resource conservation, boating safety, criminal enforcement, search and rescue and homeland security on a round the clock basis. Since 22 April 2005, through a Memorandum of Agreement



The Maryland Natural Resources Police Patrolling the Chesapeake Bay



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signed with the USCG, the NRP can also make arrests for violations of federal safety or security zones, further enhancing maritime security operations.



Maryland State Police (MSP)

Throughout Maryland and its tributaries, the Maryland State Police protect the citizens of the State of Maryland from foreign and domestic security threats. The Maryland State Police provide intelligence and other Law Enforcement functions that include but are not limited to interdiction, tactical resources, aviation, crime lab and personnel throughout the State of Maryland. The Office of the State Fire Marshal Bomb Squad, a law enforcement agency within the Department of State Police, coordinates bomb squad response. The Maryland State Police shares concurrent jurisdiction with other state and local law enforcement agencies, including the Maryland Natural Resources Police.



Members of the S.T.A.T.E. Team work with Maritime Tactical Operations Group members during Operation "Nautical Shield".



Maryland Transportation Authority Police (MdTAP)

The Maryland Transportation Authority Police have law enforcement jurisdiction over bridges, tunnels and certain roadways, and for facilities under the management of the Maryland Port Administration, the Maryland Transportation Authority, and the Baltimore Washington International Thurgood Marshall Airport.

Consequently, the Maryland Transportation Authority Police has a *de facto* primary role for a variety of potential maritime incidents. Title 4, Section 4-208 of the Maryland Annotated Code, Transportation Article establishes the Authority Police Force as a law enforcement agency, whose sworn members have full law enforcement powers described in



The Maryland Transportation Authority Police on patrol protecting Maryland's many bridges and tunnels.



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Title 2 of the Maryland Annotated Code, Criminal Procedure Article.

Subsection (b)(2)-(3) of the same Title authorizes sworn law enforcement officers of the Authority Police Force to exercise law enforcement jurisdiction, for the purposes of perimeter security and upon the specific conditions set forth in subsection(b)(3) of the statute. These enumerated areas include any space within 500 feet of property that is owned, leased, operated, or under the control of the Maryland Transportation Authority, the Maryland Aviation Administration, the Maryland Port Administration or the Maryland Department of Transportation. The Maryland Transportation Authority Police will have primary law enforcement responsibilities in the areas of the state where they are legally mandated with this authority.

Local Law Enforcement and Emergency Services Agencies

Since they are most likely to be first on the scene in many maritime incidents, local law enforcement, fire, and emergency services will often establish the incident command. To the extent that these agencies possess the resources, equipment, staffing and training necessary, they can command and manage the response until additional resources are requested, or until state and federal partners can step in for support.



The Prince Georges County Police marine unit patrols the upper waters of the Potomac River within the National Capital Region.

There are a number of local county governments that have full time law enforcement marine units that provide for maritime security and all-hazards response to incidents on a day-to-day basis. These agencies include the Baltimore Police Department, the Baltimore County Police Department, the Anne Arundel County Police Department, the Calvert County Sheriff's Office, the Charles County Sheriff's Office and the Prince Georges County Police Department. Many of these agencies have Memoranda of Agreements with the USCG for the enforcement of federally established security and safety zones within their counties of jurisdiction. Any agencies who have

not yet secured a Memorandum of Agreement with the USCG are encouraged to do so.



The 87 foot, 7,000 g.p.m., Fireboat No.1, "John R. Frazier", is ready to respond to incidents in the Baltimore Harbor and in the Chesapeake Bay.

Maryland also maintains a number of local county and city fire departments that maintain robust fleets of fire response vessels. Dedicated career and volunteer fire



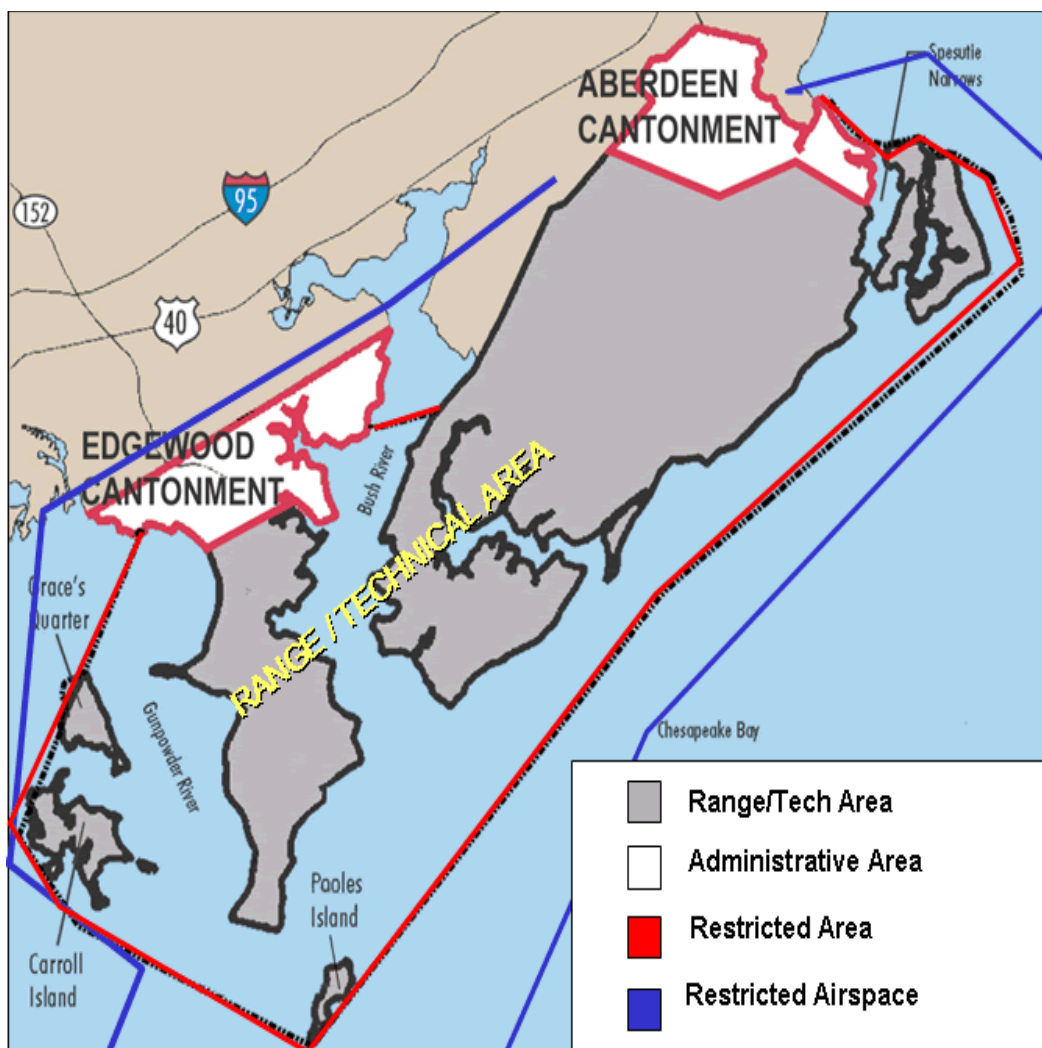
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department personnel routinely run on emergency response calls throughout Maryland's waterways. These resources play a vital role in the state's response to incidents that may be the result of a terrorist act or in any all-hazards maritime incident.

Areas of Exclusive Jurisdiction

There are some geographic areas within Maryland's maritime domain where federal partners exercise exclusive jurisdiction. These areas include the waters around Aberdeen Proving Ground, Patuxent River Naval Air Station, Indian Head Naval Surface Warfare Center, and the United States Naval Academy in Annapolis. They also include Maryland waters around the Dahlgren facility in Virginia. Response to emergencies in these areas must be coordinated through the federal agencies with exclusive jurisdiction.



Aberdeen Proving Ground restricted maritime area within Maryland



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LAWS, GUIDELINES AND AUTHORITIES

The following is a list of federal guidelines and laws that may impact the response of federal, state and local responders in the event of an emergency in the maritime domain:

National Strategy for Maritime Security

- ✚ The Strategy is a collaborative interagency effort led by the Secretaries of Defense and Homeland Security to develop a National Strategy for Maritime Security.
- ✚ President Bush and the Secretaries of Homeland Security, Defense and State approved supporting plans in October 2005. A team representing more than 20 government agencies contributed to the development of the Strategy and its supporting plans. Working groups for the Maritime Commerce Security, Maritime Transportation Systems Security and Maritime Infrastructure Recovery plans also sought public and private sector insight to ensure that those plans reflected maritime industry concerns and knowledge. Although the implementation plans address different aspects of maritime security, they are mutually linked and reinforce each other. Together, the National Strategy for Maritime Security and its supporting plans represent the beginning of a comprehensive national effort to promote global economic stability and to protect legitimate activities, while preventing hostile or illegal acts within the maritime domain.

Supporting Plans, Guidelines and Laws for the National Strategy:

- ✚ **Maritime Transportation Security Act of 2002** amends the Merchant Marine Act of 1936 to establish a program to ensure greater security for United States seaports, and for other purposes.
<http://www.tsa.gov/assets/pdf/MTSA.pdf>



The William Preston Lane, Jr., Memorial Bridge (Bay Bridge)



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- ✦ **SAFE Port Act of 2006** to improve maritime and cargo security through enhanced layered defenses, and for other purposes. http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109_cong_bills&docid=f:h4954enr.txt.pdf

Implementation Plans

These plans and strategies, when taken together, form the basis of maritime preparedness and response on a federal level. While each may deal with a specific area of maritime security, the core principles remain the same, so that the combination of all creates an interlocking whole.

- ✦ The **National Plan to Achieve Maritime Domain Awareness** lays the foundation for an effective understanding of anything associated with the maritime domain that could impact the security, safety, economy, or environment of the United States, and identifying threats as early and as distant from our shores as possible. http://www.dhs.gov/xlibrary/assets/HSPD_MDAPlan.pdf
- ✦ The **Maritime Transportation System Security Plan** improves the national and international regulatory framework regarding the maritime domain, especially as regards transportation. http://www.dhs.gov/xlibrary/assets/HSPD_MTSSPlan.pdf
- ✦ The **Maritime Commerce Security Plan** establishes a comprehensive plan to secure the maritime supply chain, including the imports and exports coming into ports throughout the country. http://www.dhs.gov/xlibrary/assets/HSPD_MCSPPlan.pdf
- ✦ The **Maritime Infrastructure Recovery Plan** recommends procedures and standards for the recovery of the maritime infrastructure following a terrorist attack or similar disruption. http://www.dhs.gov/xlibrary/assets/HSPD_MIRPPlan.pdf
- ✦ The **International Outreach and Coordination Strategy** provides a framework to coordinate all maritime security initiatives undertaken with foreign governments and international organizations, and solicits international support for enhanced maritime Security. http://www.dhs.gov/xlibrary/assets/HSPD_IOCPlan.pdf



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- ✚ The **Global Maritime Intelligence Integration Plan** uses existing capabilities to integrate all available intelligence regarding potential threats to United States interests in the maritime domain.

- ✚ The **Maritime Operational Threat Response Plan** establishes coordinated United States Government response to threats against the country and its interests in the maritime domain. It establishes roles and responsibilities for federal agencies and armed forces that enable the government to respond quickly and decisively to an attack or to intelligence of a pending disruption.

- ✚ The **Domestic Outreach Plan** seeks non-Federal input to assist with the development and implementation of maritime security policies.
http://www.dhs.gov/xlibrary/assets/HSPD_DomesticOutreach.pdf

Pandemic Influenza Preparedness and Response

Pandemic Influenza is a true worldwide emergency which requires planning, training, testing and exercising, response, and recovery unique to any other operation. The implementation of pre-planned Continuity of Operations and Continuity of Business Plans (with Pandemic Influenza Specific Annexes) must be time phased and will most likely be for an extended duration. Additionally, influenza pandemics routinely come in waves with peaks and valleys of illnesses extending up to six (6) months. As such, the maritime community should have robust, up-to-date, and practiced plans to continue mission critical operations with a depleted workforce up to 40%. Further, related services directly affecting maritime operations (trucking, longshoremen, security, etc.) will experience like deficiencies, creating supply chain delivery delays. Once the crisis has passed, a reconstitution on non-mission critical functions should be implemented in short order. While the response to Pandemic Influenza is not unique in the maritime domain, the worldwide nature of the industry, coupled with current supply chain demands requires situational awareness in the “National Strategy for Maritime Security.”



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MARITIME STRATEGY & GOALS

Incorporating the Governor's 12 Core Goals for a Prepared Maryland

The Governor's Office has identified the following 12 core goals to increase preparedness throughout the state. The goals are presented below, with a maritime nexus directly following. Measures should be taken to meet or exceed these goals in order to improve Maryland's maritime preparedness.

1. Interoperable Communications—First responders in every region in Maryland should have access to a fully digital, trunked radio system which all response partners can access in order to transmit and receive voice and data. First responders in every region should have robust CAD/RMS systems capable of coordinating dispatch data for all response partners and capable of transmitting data to systems such as WebEOC for consolidation and roll up of regional CAD data.

In the maritime domain, interoperability problems between first responders have been documented nationwide for some time and have received significant attention in the wake of notable regional and national incidents. The interoperability of first responders – anyone who, by specialty or profession normally arrives first on the scene of an emergency incident to assess or take action to save lives, protect property, and/or mitigate the situation – has been pivotal in the success of each response regardless of its magnitude.

As Maryland's maritime first responders respond to potential maritime threats, it is essential that those responding have the ability to communicate with one another. The need to provide radio interoperability has been identified in the United States Coast Guard - Sector Baltimore's "Maryland's Strategic Risk Management Plan (SRMP)" and in the United States Coast Guard - Sector Hampton Roads' "Port-Wide Strategic Risk Mitigation Plan for the Port of Hampton Roads"; as a security measure that would help to lower the risks throughout Maryland's maritime domain. Interoperability has been identified as a top priority for the state of Maryland in all homeland security law enforcement and first responder efforts. Interoperability gaps must be addressed statewide to ensure that law enforcement and first responders of federal, state and local agencies and the private sector can effectively and securely communicate with each other during an event. Additionally, dispatch should be coordinated across jurisdictions, ensuring that an incident is properly managed and that the closest first responder assets are dispatched for the most efficient and effective response possible.



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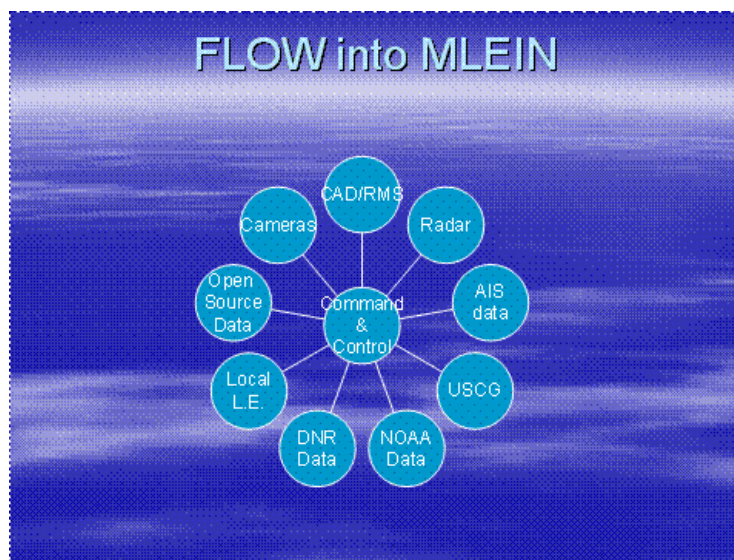


2. Intelligence/Information Sharing—Law enforcement officers in every region in Maryland should have the ability to transmit and receive law enforcement database information from the field and share that information on a real-time basis. Maryland's fusion center should share useful and actionable information from the field and from regional and federal counterparts with every jurisdiction on a real time basis.

Awareness and knowledge of potential threats are critical for securing the maritime domain and the key to preventing adverse events. Knowledge of possible terrorists' capabilities, intentions, methods, objectives, goals, ideology, and organizational structure are used to assess terrorists' strengths and vulnerabilities. Such knowledge is essential to support planning, prioritizing resource allocation, and implementing maritime security operations. Domain awareness enables the early identification of potential threats and enhances appropriate responses, including interdiction at an optimal distance with capable prevention forces. Maryland's maritime partners should have the ability to transmit, receive and analyze information on a real-time basis. This capability supports the decision-making process that guides the preparedness, prevention, detection, mitigation, response and recovery for any terrorist action or any all-hazards event.

Foreknowledge of events, especially those which might risk life and property, are essential to effective decision making by leaders of government agencies and private entities. Whether through analysis and/or linkage of separate data or through specific event information, responsible maritime leadership must be in position to capture and utilize points of information or analytical conclusions to deploy forces and/or to forewarn potential targets of criminal or accidental hazards.

The Maryland Law Enforcement Information Network (MLEIN) allows agencies and groups across the state to share information on a real-time basis. At right, the flow of information into a central command & control is detailed. More information on MLEIN can be found on Page 42.





3. HAZ MAT/Explosive Device Response—Every metropolitan region should have a Type 1 Haz Mat team and a Type 1 bomb response team, either as one unit, or separate units, and there should be sufficient units statewide to provide a mutual aid response in any jurisdiction within a minimal amount of time. These teams should all be trained for both fire and law enforcement response.

In the maritime domain, the four scenarios of gravest concern related to small vessels in terrorist-related attacks have been identified by the Department of Homeland Security “Small Vessel Security Strategy” report (April 2008) as: Domestic Use of Waterborne Improvised Explosive Devices (WBIEDs); Conveyance for smuggling weapons (including WMDs) into the United States; Conveyance for smuggling terrorists into the United States; and Waterborne platform for conducting a stand-off attack (e.g. Man-Portable Air-Defense System (MANPADS) attacks). The Area Maritime Security Plan for Baltimore also discusses the enhancement of prevention and response capabilities for a number of threat scenarios, including the use of a bomb aboard a vessel. Maryland’s Haz Mat teams and bomb response teams should have sufficient equipment and training in order to coordinate a response among maritime assets that deal with a potential terrorist act involving a WBIED or in an all-hazards event. This includes the proper staffing, training and equipping of Haz Mat and Bomb Response teams for specific maritime response.

4. Personal Protective Equipment for First Responders—All police officers, firefighters, and emergency medical providers in every metropolitan region should have ready and immediate access to personal protective equipment, including at a minimum some form of emergency airway protection, access to more advanced breathing apparatus and protective suits, and medications and antidotes against common WMD agents, and the training to use this equipment properly. All police officers, firefighters, and emergency medical providers in rural regions should have ready and immediate access to personal protective equipment appropriate to local hazards.

First responders across the maritime domain should have the necessary Personal Protective Equipment and training to carry out the mission of protecting, preventing, responding to, mitigating, and recovery of a potential terrorist act carried in, on, or under the maritime environment. Personal Protective Equipment should encompass equipment and training that is needed for response in all weather conditions, whether day or night, and throughout the year.



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5. Biosurveillance— Every region in Maryland should have access to a real-time, 24/7 statewide biosurveillance system that incorporates a wide span of data, including symptoms presenting in emergency rooms and to paramedics, over-the-counter sales of pharmaceuticals, animal carcass pick up, and in metropolitan areas, sensor-based data, such as air monitoring for chemical and radiological releases.

The maritime community should monitor and manage possible incidents or symptoms of incidents including, but not limited to, oil spills, algae blooms, fish kills, viral infections of commercial crews or passengers, wastewater or other environmental hazards. Any sensors or surveillance equipment should be staffed by trained personnel and any important information should be disseminated appropriate to the responding agency.

6. Vulnerability Assessment— Every region in Maryland should have a comprehensive all-hazards threat and vulnerability assessment in place and fully updated every three years, including an assessment and inventory of critical infrastructure in the region. Maryland should have a complete inventory of critical infrastructure; including assets controlled by the private sector, and other potential targets, such as communities and populations of interest. This inventory should include a regularly updated assessment of specific vulnerabilities that identifies any major gaps where funds should be invested to harden the most vulnerable and at-risk targets.

Maryland's maritime domain supports a host of possible targets, as well as critical infrastructure that requires protection from all-hazards. The Chesapeake Bay is the largest of 130 estuaries in the United States, about 200 miles long, stretching from Havre de Grace, MD to Norfolk, VA. The Bay's width ranges from 3.4 miles near Aberdeen, MD to 35 miles near the mouth of the Potomac. The 64,000 square mile Chesapeake Bay watershed includes parts of six states and the District of Columbia. About 150 major rivers and streams empty into the Bay. While large in area, the Bay is astonishingly shallow with an average depth of only 21 feet. Additionally, Maryland's coastal waters of the Atlantic Ocean and back bays stretch along 10 miles of beach from the Ocean City Inlet to the Delaware state line. Within this small area there are more than 10,000 hotel rooms and 21,000 condominiums. During the height of the tourism season in summer, it is estimated that between 325,000 to 345,000 people descend upon this popular Atlantic Ocean resort.

All of Maryland's maritime partners should conduct regular all-hazards threat and vulnerability assessments, including an assessment and inventory of critical infrastructure (CI) and key resources (KR). These assessments will include both CI and KR owned by the private sector, local government, state government and federal government. Finally, regulated facilities who have conducted their facility security assessments in compliance with United States Coast Guard mandates and guidelines should review those findings, address the gaps, and share findings with the proper authorities when necessary.



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7. Training and Exercises— Every region in Maryland should have a fully funded program of annual training and preparedness exercises which address the most likely hazards and threats for that area, including drills with partner jurisdictions who may provide mutual aid at least twice per year. The training and exercise program should include refresher training on specialized and personal protective equipment and exercise in core competency areas such as the use of interoperable communications equipment.

The maritime community, including local, state, federal and private partners, should actively conduct drills, training and exercises that involve regional response partners from across Maryland's maritime domain. There should be a dedicated effort to conduct maritime related exercises that involve critical infrastructure that is within or adjacent to Maryland's waterways.

8. CCTV— Maryland should have a robust closed circuit television (CCTV) network to secure critical infrastructure such as power and water treatment plants and to provide the ability to monitor events in real time via means such as highway cameras to aid in evacuation control, and patrol car, helicopter, and marine unit downlinks to aid in incident response. Images should transmit to IP in order to be portable to and from key local and state facilities, such as emergency operations centers and mobile command posts.

The maritime community should utilize the existing system of infrared, day-night and thermal imaging cameras from both public and private sources to create a seamless web of CCTV coverage across the maritime domain. Information from these cameras should be accessible from the appropriate response partners in both the public and private sector.

9. Mass Casualty/Hospital Surge— Every region in Maryland should have the equipment, supplies, and training to respond to a mass casualty event either directly or via close at hand mutual aid, including events requiring mass decontamination. Maryland should have pre-identified surge plans from areas hospitals that identify likely gaps in hospital resources, a statewide information sharing systems between hospitals (both electronic, and MOU-type agreements), supply stockpiles, and emergency plans for alternate treatment, such as temporary field hospitals

The maritime community should pursue public/private partnerships that will allow the partners to increase emergency medical capabilities on the water. This includes the ability to treat individuals in need of critical care while still in the waterways, as well as the ability to transport individuals from the water to the shore to receive extended medical help. Trainings and exercises should be conducted to test and increase these capabilities.



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10. Planning— Every region in Maryland should have the capacity to develop plans to conduct no-notice and advance notice evacuation of its population, including special needs populations, persons without transportation, and vulnerable facilities such as hospitals, nursing homes, and assisted living centers—and in conjunction with partners, access to the equipment, personnel and supplies to carry out these plans. Every region should have plans and the capacity to set up mass shelters, including accommodations for special needs populations and pets. Plans should be shared and coordinated regionally and exercised annually at least at the tabletop level.

The maritime community should have plans in place to address mass casualties caused by both natural and man-made emergencies. The plans should include the evacuation of vulnerable locations such as Smith Island during a potential hurricane event. The operations and strategic plans should be integrated in order to achieve maximum coverage of an incident, and trainings and exercises should be held that test this coordination.

11. Backup Power and Communications— Every region in Maryland should have an inventory of pre-identified critical facilities, including privately owned facilities such as gas stations, and an up to date assessment of their backup power capabilities. The most critical facilities should receive permanent backup generators or be prewired for power from mobile units and a stockpile of publicly owned or inventory of privately-owned generators should be maintained. Every region should have a backup 911 system, whether it is an alternate facility or the means to roll calls over to a neighboring jurisdiction.

The maritime community should have an established method of communication with one another during an emergency, and have available and known backups in the event that the original form of communication fails or is found to be lacking.

12. Transportation Security— Maryland's water ports, airports, train stations, subways, and rail lines should be fully hardened against attack with permanent physical countermeasures such as CCTV, lighting and fencing, and receive regular and randomly assigned heightened attention from covert and overt patrols by local and state law enforcement. Local and mutual aid first responders should be issued specialized equipment needed to operate in these unique environments, such as radios capable of operating underground and extended life breathing apparatus, and participate in annual on-scene exercises involving likely threat scenarios.



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The maritime community should engage in training and exercises designed to mimic possible maritime emergencies. The community should be prepared against threats using the capabilities outlined in the previous 11 preparedness goals, including CCTV, planning and communications. In doing so, the waterways of Maryland should provide safe and protected passage to all users. Additionally, Maryland's maritime should have a strategic security plan dedicated to the enhancement of security across all Maryland waterways. The strategic plan should serve as a road map for maritime partners to enhance capabilities, promote partnerships and employ a "best practices" methodology for maritime security.

MARYLAND MARITIME SECURITY PARTNERS and SYSTEMS

In order for Maryland to have a truly integrated maritime response network, each partner must be aware of what resources are available to them, and in turn, inform others as to their own resources. The following lists detail active groups and systems that support a prepared Maryland maritime domain. Maritime resources and capabilities from federal, state and local levels are available to support emergency response efforts statewide, and may be found in the appendices, or by contacting the group directly.

OPERATIONS GROUPS, including LAW ENFORCEMENT, FIRE & EMS MARITIME RESPONSE

These groups respond directly to maritime emergencies, and coordinate that response among diverse groups of local, state and federal partners.

Maritime Tactical Operations Group (MTOG)

Started in the spring of 2005, as a Sub-Committee to the USCG Sector Baltimore Area Maritime Security Committee, the Maritime Tactical Operations Group (MTOG) is comprised of federal, state and local agencies all working together in a task force style operation. Dedicated members are focused on standardized training, operational procedures, and equipment that would help prevent or respond to any potential maritime terrorist event.

The MTOG supports a key component of the State's Homeland Security Strategy, which emphasizes deterrence, prevention and, if necessary, response to a terrorist attack within Maryland's maritime environment. The Regional collaboration that MTOG represents allows Maryland to create a layered security network and to have unified coordination of law enforcement efforts to assist in protecting life and property for all those that utilize Maryland's waterways. Throughout the year, members of the MTOG work together to conduct joint training. Standardized training is the goal, where all tactical law enforcement officers from the federal, state and local level become familiar with tactics specific to operating in the marine environment. To ensure



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standardization in training for maritime tactics, the group has a training committee that supports this effort.

Members of the MTOG also work together for operations to standardize tactical law enforcement equipment, specific to the marine environment. Having the same equipment is key to tactical interoperability. Each operator within the task force will know and understand the equipment other members are using, thereby ensuring a seamless transfer of gear if needed. Within the MTOG, a subcommittee has been formed to specifically identify where equipment should be identical. This will allow funding and grant opportunities to become leveraged for the same equipment among different agencies, which supports the group's regional collaborative efforts. Subcommittees for EOD/Bomb Squad operations, Dive Team and Tactical Medical Services have also been incorporated into MTOG to aid these efforts.

The following federal, state, and local agencies make up the MTOG, and meet regularly to discuss capabilities, training, operating procedures, and to explore grant opportunities that help strengthen Maryland's maritime law enforcement tactical response for whatever situation they may be needed:

Group Members:

1. Baltimore Office of the FBI
2. USCG – Sector Baltimore
3. NCIS – Naval Criminal Intelligence Service
4. Maryland Natural Resources Police
5. Maryland Transportation Authority Police Department
6. Maryland State Police
7. MD Army National Guard
8. Maryland Emergency Management Agency
9. Anne Arundel County Police
10. Annapolis City Police Department
11. Baltimore City Police Department
12. Baltimore County Police Department
13. Calvert County Sheriff's Office
14. Charles County Sheriff's Office
15. Harford County Sheriff's Office
16. Prince Georges County Police Department



United States Army Corps of Engineers

The United States Army Corps of Engineers joins civilians and soldiers in an effort to strengthen our Nation's security by building and maintaining



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America's infrastructure. The Corps dredges America's waterways to support the movement of critical commodities and to reduce risks from disasters, man-made or natural. The Corps may also, when called upon, clean sites contaminated with hazardous, toxic or radioactive waste and material in an effort to sustain the environment.



Potomac River Rescue Association (PRRA)

The PRRA serves the people of Virginia, Maryland and Washington DC along the Upper Potomac River, coordinating local law enforcement, fire & rescue, USCG, state and federal agencies and Towing & Salvage companies. PRRA members provide for a quick and coordinated response through water and land rescues, using the shared resources of the member groups.



The Potomac River Rescue Association combines the resources of Maryland, Virginia and the District of Columbia to respond to emergencies on the Upper Potomac River.

PLANNING GROUPS

These groups participate in the planning portion of maritime preparedness. This planning spans from high-level issues like developing strategy and policy to low-level, threat-specific action and operations plans. Maryland's maritime first responders are trained to understand the plans, and use the plans in guiding their response.

Maryland Maritime Security Team (MMST)

The MMST is charged by the Governor and works directly with the Maryland Department of Transportation for the development of the Maryland Maritime Strategic Security Plan. Using the 2006 Maryland Maritime Concept of Operations and Strategic Security Plan as a reference, the MMST developed the current Maryland Maritime Strategic Security Plan, which addresses high-level issues, including capabilities, goals,



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partnerships and jurisdiction. The MMST held monthly group meetings, in addition to focus group meetings, in which Maryland maritime stakeholders, both public and private, were invited to help draft and give feedback on sections of the Plan.



United States Coast Guard - Area Maritime Security Committees (AMSCs) (Baltimore/NCR/Hampton Roads)

The AMSCs are composed of government agencies, commercial industries, and individuals interested in preserving and enhancing the security of our shared waterfront infrastructure and the Marine Transportation System (MTS) in Maryland. The Committees have been created to build an awareness of our maritime activities, identify risks, enhance security activities, improve communications, and to coordinate a rapid response to increased security threat levels.

The Committees create, maintain, and exercise federal Area Maritime Security Plans, aimed at minimizing risk during times of heightened threats. These plans will outline scalable activities to be conducted by MTS stakeholders and government agencies to ensure proper precautions are taken to ensure the continued safety and security of our region's infrastructure and MTS.



Maryland Emergency Management Agency (MEMA)

The Maryland Emergency Management Agency (MEMA) was created by the Maryland legislature to ensure the state is prepared to deal with large-scale emergencies. MEMA is responsible for coordinating the state's response in any major emergency or disaster. This includes supporting local governments as needed or requested, and coordinating assistance with the Federal Emergency Management Agency (FEMA) and other federal partners.

While MEMA is part of the Maryland Military Department and under the authority of the Adjutant General, during emergencies the Governor may assume direct authority over the agency and the Executive Director of MEMA reports directly to the Governor.

A key element of MEMA is the Maryland Joint Operations Center (MJOC). Operated round-the-clock by National Guard and emergency management professionals, it was the first joint civilian-military watch center in the country. In addition to serving as a communications hub for emergency responders statewide and



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supporting local emergency management, the MJOC monitors local, state, national and international events, and alerts decision-makers in Maryland when a situation warrants.

LEGISLATIVE or EXECUTIVE GROUPS

These groups, while not exclusively involved in maritime security, provide valuable services that help support the goals of maritime safety.

Governor's Joint Executive Committee for Homeland Security (JEC)

The JEC is a group of Senior Officials from various inter-related disciplines within State Government designed to advise the Governor on matters of Homeland Security. This group focuses on the Governor's 12 Core Goals for Homeland Security, the application of the principles, the progress of the deliverables, and the measure of the programs and projects successes. The group also focuses on related Federal Grant funding and Federal Congressional Earmarks to accomplish these Core Goals. The group is chaired by the Governor's Homeland Security Advisor.

Governor's Office of Homeland Security

The Governor's Office of Homeland Security serves as the direct liaison to the U.S. Department of Homeland Security, as well as coordinating State departments, agencies, counties, and municipalities in matters of homeland security and emergency preparedness. More information can be found at <http://www.gohs.maryland.gov>.

Governor's Office of Crime Control and Prevention (GOCCP)

The GOCCP serves as a broad resource to improve public safety. It educates, connects, and empowers Maryland's citizens and public safety entities through innovative funding, strategic planning, crime data analysis, best practices research and results-oriented customer service. Contact: <http://www.goccp.maryland.gov>

PRIVATE SECTOR SUPPORT

Private groups provide valuable support in the continued challenge for maritime security. These groups aid in the planning process and are frequently responsible for conducting important parts of vulnerability assessments and response operations. Private groups are integral in performing training and exercises as well, so that they are able to coordinate with public groups in an emergency.



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Baltimore Maritime Exchange (BME)

Working cooperatively with federal, state and local agencies, steamship agents, terminal operators, pilots, tug companies, stevedores, and numerous service providers, the BME tracks, identifies, logs, and provides accurate and timely information on vessel activity in the Port of Baltimore. This information includes a traditional arrival/departure report, a three day due in list, weekly tentative arrivals report, and monthly Traffic/Flag Summary Reports.

Contact:

Baltimore Maritime Exchange, Inc.
The Pilot/Maritime Center
3720 Dillon Street - Suite 216
Baltimore, MD 21224-5202
<http://www.balmx.org>

Maryland Port Administration (MPA)

As one of the Modes within the Maryland Department of Transportation, the Maryland Port Administration (MPA) is responsible for operating the six public marine terminals located in the Port of Baltimore. The MPA handles all types of cargo to include Containers, Roll-On/Roll-Off cargo, auto exports, break-bulk, and others. The MPA also operates a Cruise Terminal at the South Locust Point Terminal with year-round cruising scheduled for years in advance.

Within the MPA, the Office of Security is responsible for coordinating all security functions at the MPA Maritime Regulated Facilities. The Office of Security has contract uniform security guards that are utilized for access control, while the Maryland Transportation Authority Police provide full-time law enforcement services through their Port Detachment. The Office of Security works with the Area Maritime Security Committee, federal authorities, a number of state and local law enforcement agencies, and other Port partners to coordinate security preparedness, response, and situational awareness with the Port community.



Delmarva Water Transport Committee (DWTC)

The DWTC is a non-profit organization whose mission is to encourage the continuation and further development of waterborne commerce on the rivers, bays and harbors of the Delmarva Peninsula through the promotion of adequate dredging, safe navigation and maintenance and development of harbor and river terminals in such a manner as to protect and conserve the environment. The Committee includes state and municipal governments, marine carriers, private firms and various other groups, and has a close working relationship with the U.S. Army Corps of



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Engineers.

Contact: <http://www.dwtconline.com/default.html>



Baltimore Port Alliance (BPA)

The BPA is a non-profit group of maritime business representatives dedicated to addressing the needs and interests of businesses and individuals throughout maritime commerce.

Through information advocacy and service, they protect the business climate for Marylanders by promoting the importance of Maritime Industry in our State through sponsoring community and legislative forums, keeping elected officials informed, and fostering better communications with state and federal resource agencies.

Their efforts focus on:

- ✦ Maintaining and improving Maritime Commerce
- ✦ Monitoring legislation that affects the safety and health of the Port and its navigational channels in the Chesapeake Bay
- ✦ Adhering to Federal and State Maritime/Seaport Security policies
- ✦ Protecting industrial/commercially zoned property surrounding the Port of Baltimore waterfront community

INTELLIGENCE, INFORMATION & INTEROPERABILITY SYSTEMS

The following systems support the groups listed above. They may help share information, or aid in communication across jurisdictions and operations groups.



Maryland Coordination and Analysis Center (MCAC)



The MCAC was created by the Anti-terrorism Advisory Council of Maryland (ATAC) to improve communication between law enforcement, fire, emergency medical services (EMS), emergency management, public health, military, transportation, and other organizations involved in homeland security at all levels of government within the State of Maryland. The mission of the Maryland Coordination and Analysis Center is twofold:



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- ✚ To provide intelligence and analytical support for federal, state, and local agencies involved in law enforcement, fire, EMS, and emergency management services, public health and welfare, and homeland security in Maryland;
- ✚ To provide strategic intelligence analysis to better focus the investigative activities being conducted by law enforcement agencies within the state and to better enable public health and safety agencies to perform their important protective functions.

The MCAC is specifically designed to:

- ✚ Receive and process suspicious activity tips;
- ✚ Receive and process requests for service (RFS);
- ✚ Disseminate and communicate information; and
- ✚ Monitor resources to determine the impact of specific events on the state.

Maritime Domain Awareness (MDA) is about generating actionable intelligence, which serves as the cornerstone of successful counterterrorist and maritime law enforcement operations. A robust public education and outreach program that informs the recreational and commercial boating community about what information to report, and to whom, will greatly enhance Maryland's maritime security. The Community Education and Awareness program for the boating public and private sector partners should be expanded to increase Maryland's overall Maritime Domain Awareness. More information can be found at <http://www.mcac-md.gov>.

ICCTV

The major local, state, and federal stakeholders in Maryland's maritime domain participate in the Maryland's statewide Intelligent Closed Circuit Television (ICCTV) program. The ICCTV program is an advanced system for sharing multiple formats of video and other imagery from multiple sources with operations centers, responders and as appropriate, the public. Ongoing enhancements to ICCTV include more sharing with private sector partners and increased bandwidth and bi-directional mobile (land, air, and sea) imagery.

Maryland Law Enforcement Information Network (MLEIN)

Hosted by the Maryland Natural Resources Police, MLEIN is a data-sharing system which establishes a communication network of voice, video and data that permits command level personnel to work in concert toward a satisfactory resolution of a marine event. It represents a partnership of governmental agencies, first responders,



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NGOs and the private sector, both regional and federal, to increase the efficacy of maritime response. Depending on need, each group may be able to access views from cameras and other recording devices across the state, as well as to hold virtual command centers across a large geographic area.

MUTUAL ASSISTANCE AGREEMENTS (EMAC and MEMAC)

The State of Maryland has entered into the national Emergency Management Assistance Compact (“EMAC”) with every state in the union. EMAC provides for mutual assistance among the signatory states in order to manage “any emergency or disaster that is duly declared by the Governor of the affected state(s), whether arising from natural disaster, technological hazard, man-made disaster, civil emergency aspects of resource shortages, community disorders, insurgency, or enemy attack.” MD. CODE ANN., PUB. SAFETY §§ 14-702 (West 2006).

Similarly, Maryland has created the Maryland Emergency Management Assistance Compact (“MEMAC”), which mirrors EMAC for counties and local jurisdictions. All of Maryland’s counties have signed onto MEMAC, which provides for “mutual cooperation in emergency-related exercises, testing, or other training activities using equipment or personnel simulating performance of any aspect of the giving and receiving of aid by member-jurisdictions during emergencies,” in addition to the types of assistance offered under EMAC. MD. CODE ANN., PUB. SAFETY §§ 14-803 (West 2006).

THREAT & VULNERABILITY ASSESSMENTS

As part of their continuing dedication to maritime security, many maritime partners conduct threat and vulnerability assessments. These assessments attempt to locate and address possible security threats to specific areas or equipment or operations within the agency’s jurisdiction. Assessments are done on a regular basis by the Maryland State Police, the Maryland Emergency Management Agency, the USCG, the Department of Homeland Security, the Federal Bureau of Investigation, as well as many local jurisdictions. Additionally, private partners may conduct threat and vulnerability assessments, either as part of an official qualification process, or for commercial reasons. Many of these assessments are confidential, but access may be granted to the proper individuals on a case-by-case basis.

Each mode of transportation, critical infrastructure and key resource must be routinely and randomly evaluated for several key factors:



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- Threat
- Vulnerability
- Risk
- Resilience
- Recovery

The maritime domain has many unique characteristics associated with its worldwide operating theater. The remoteness and accessibility of the ships while in open seas, the diversity of international crew members, the large volumes of people on cruise ships, and the amount and nature of hazardous materials/substances being transported are all recognized for the above factors, in addition to the huge economic values of both the cargo and its place with “just in time” supply chain delivery. As such, both routine and random (pro-active and re-active) analyses of the aforementioned factors must be completed for all aspects associated with maritime domain operations. This should include both internal and external planning, reviews, training, testing and exercising, and evaluations.



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GRANTS

Maritime partners attempting to enhance their capabilities and capacities may wish to apply for grant funding to aid in that process. Grants administered by various Federal agencies allow governmental agencies and private partners alike to enhance their abilities to respond effectively to emergencies or fill security gaps. It should be noted that MEMA is the SAA or FA for most of these programs, but the Baltimore UASI has its own governing structure, separate from the NCR UASI, which includes Montgomery and Prince George's Counties in Maryland, as well as Washington, DC and the northern Virginia cities and counties near DC. Currently Baltimore area port grants are evaluated at the local COTP level and funding level is set by DHS. Within the NCR, port grants are applied for directly to FEMA/DHS, not through any FA or SAA. These grants are competitive among all other port areas which share certain characteristics, grouped loosely and deemed "Group Four" ports. Port grants for the eastern Worcester County area would be processed through USCG Sector Hampton Roads, according to the map in the Areas of Responsibility Section above. Other law enforcement grants may be available through the Governor's Office of Crime Control and Prevention (GOCCP). Potential homeland security grants to enhance maritime security could include:

✚ Port Security Grant Program (PSGP)

- **Purpose:** The Port Security Grant Program (PSGP) is one of six grant programs that constitute the Department of Homeland Security Infrastructure Protection Program (IPP). The IPP is one tool among a comprehensive set of measures authorized by Congress and implemented by the Administration to help strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks. The vast bulk of America's critical infrastructure is owned and/or operated by state, local and private sector partners. The funds provided by the PSGP are primarily intended to support the work of increasing port-wide risk management, enhanced domain awareness, capabilities to prevent, detect, respond to and recover from attacks involving improvised explosive devices (IEDs) and other non-conventional weapons, as well as training and exercises. The PSGP provides grant funding to port areas for the protection of critical port infrastructure from terrorism.

Within Maryland; agencies can apply for PSGP funding from the following sources:

- Sector Baltimore – Group 2 Port Area within Sector Baltimore's Area Of Responsibility within Maryland;
- National Capital Region (NCR) – Group 4 Port Area (All other Ports);
- Sector Hampton Roads – Group 2 Port Area within Maryland.

- Agency to Contact for more Information: USCG (Sector Baltimore/Sector Hampton Roads) / MEMA / The Maryland Department of



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Transportation

- ✚ State Homeland Security Program
 - **Purpose:** This core assistance program provides funds to build capabilities at the State and local levels and to implement the goals and objectives included in State homeland security strategies and initiatives in the State Preparedness Report. This program enhances capabilities through planning, equipment, and training and exercise activities.
 - Agency to Contact for more Information: MEMA
- ✚ The Baltimore and National Capital Region (NCR) Urban Area Security Initiative (UASI) Grant Programs
 - **Purpose:** The UASI program focuses on enhancing regional preparedness in major metropolitan areas. The UASI program directly supports the National Priority on expanding regional collaboration in the National Preparedness Guidelines and is intended to assist participating jurisdictions in developing integrated regional systems for prevention, protection, response, and recovery.
 - Agency to Contact for more Information: MEMA
- ✚ Buffer Zone Protection Plan Grant Program (BZPP)
 - **Purpose:** The Buffer Zone Protection Program (BZPP) is an important component of the federal government's coordinated effort to strengthen the security of America's critical infrastructure. This program implements the objectives addressed in a series of laws, strategy documents, plans and Homeland Security Presidential Directives (HSPDs). Of particular significance are the National Preparedness Goal (the Goal) and the National Infrastructure Protection Plan (NIPP). The BZPP provides funding for the planning, equipment, and management of protective actions, to support the objective of protecting, securing, and reducing vulnerabilities of identified critical infrastructure and key resource sites.
 - Agency to Contact for more Information: MEMA
- ✚ Competitive Training Grants Program
 - **Purpose:** Funds applicants who will develop and deliver innovative training programs addressing high priority national homeland security training needs.
 - Agency to Contact for more Information: MEMA
- ✚ Assistance to Firefighters Grant Program
 - **Purpose:** Provides assistance to meet fire departments' and nonaffiliated EMS organizations' firefighting and emergency response needs.
 - Agency to Contact for more Information: MEMA



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PLAN MANAGEMENT AND SECURITY

The Maryland Maritime Strategic Security Plan reflects a cumulative and robust effort by the maritime community in the State of Maryland. As security goals and objectives are met or conditions change, the Plan should be updated as necessary to reflect those changes, and revised at least every three years. The Maryland Department of Transportation Homeland Security Advisor will be responsible for the maintenance and updating of the Plan every three years or as conditions dictate. Maryland's maritime partners should be included in this effort in order to effectively maintain and revise the Plan.

What follows is a roadmap for the next phase of revisions to the Plan, and builds upon the substantial work completed in the first phase of plan development. Four tasks have been identified for further examination, namely improving key maritime goals, expanding the current catalog of maritime assets, linking products of the SRMP process to the Plan, and analyzing mutual aid agreements among various jurisdictions.

TASK 1: Efforts to improve maritime security will be organized around 5 key maritime goals identified within the 12 Core Goals framework, but which pose unique challenges in the maritime domain. The five key maritime goals are:

- 1) Improve voice and data interoperability among federal, state and local responders.
- 2) Protect maritime critical infrastructure through systemic risk assessment and implementation of policies and systems that improve security.
- 3) Improve situational awareness and information sharing among public and private maritime stakeholders.
- 4) Systemize and expand mutual aid agreements to facilitate sharing of resources across jurisdictional and functional lines.
- 5) Equip responders to effectively respond to any maritime domain emergency.

TASK 2: Planners will continue to expand the catalog of maritime assets that was collected in the first phase. The catalog will include several categories of assets including vessels, communications equipment, situational awareness tools, personal protective equipment, and land based assets with a maritime nexus. Planners will aggregate the assets into likely "packages" of response based on principle risks identified in the Strategic Risk Management Program (SRMP).



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TASK 3: Planners will explicitly link the products of the SRMP process to the Strategic Plan. This will facilitate a straightforward comparison of the implementation of the SRMP and the catalog of assets. A prioritized list of future investments will grow from the gaps identified in this comparison.

TASK 4: To build upon the key maritime security goal of systematizing and expanding mutual aid, there will be a continuing effort to collect and index all the existing operational and financial relationships that are currently documented and touch upon the security of the Maryland maritime domain. There will be an analysis of the agreements to identify conflicting roles or objectives and a list of recommendations will be developed based on the analysis. The index of agreements will be organized on categories such as geographic reach and applicable response scenarios that a strategic plan user could quickly access and apply. A related effort will entail a more detailed identification of jurisdictional authority of federal, state and local entities that would respond to key scenarios occurring on the waterways of Maryland.



The Liquefied Natural Gas loading platform, located in the Chesapeake Bay off of Cove Point, Maryland.





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APPENDICES TABLE OF CONTENTS

The Appendices of the Maryland Maritime Strategic Security Plan contain information deemed Sensitive Security Information. As such, access to the Appendices will be restricted to those with proper clearance. The Appendices will be made available on the USCG's Homeport website (<http://homeport.uscg.mil>), which requires a non-disclosure form to access. The Appendices contain Maryland maritime capabilities and capacities and will require frequent maintenance to remain current. Any questions regarding access to the Appendices should be directed to the MDOT Homeland Security Advisor.

I. Response Assets and Capabilities¹

- A. Law Enforcement Resources – includes Vessels and Equipment
- B. Law Enforcement Capabilities – includes actions and responses trained on and exercised, as well as any special training that may be helpful. Most personnel would be listed here.
- C. Fire Department Resources – see above
- D. Fire Department Capabilities – see above
- E. Potomac River Rescue Association Roster and Resources – split out because it is not a state agency, and has different rules, regulations, ability to help
- F. Mobile Command Bus Resources
- G. Other Maritime Resources – as identified by the MMST, MTOG, and individual jurisdictions

II. Response Framework & Mutual Aid

- A. Authorities – discussed in main body of the Plan, will be more detailed outline / maps / explanation here
 - 1. Detailed Jurisdiction for Participating Agencies – if possible, broken down by situation and geography
 - 2. Legislation and Regulations Governing Emergencies – perhaps a more in-depth legal analysis of the broad section in the Plan
- B. Area Maritime Security Plans and Strategic Risk Management Plans – For USCG Sector Baltimore, NCR & Sector Hampton Roads
- C. Collection or Index of all applicable Memoranda of Understanding and Memoranda of Agreement
- D. Grant Guidance – Will include sources of input for grants, general grant procedures, and current grant managers who may be able to help

¹ This list is not exhaustive, as it is anticipated that there will be additional categories of assets and capabilities that will be identified in the information gathering process.